



Eastin, Darryl

From: John Wolfe <stableplatform@gmail.com>
Sent: Saturday, March 01, 2014 5:28 PM
To: Eastin, Darryl
Subject: Point Wells Mixed -Use Redevelopment Project
Attachments: EISsnocoPtW1.pdf; EISsnocoPtW2.pdf

Dear sir,
Attached are my comments on the scope of the EIS for the redevelopment of Point Wells.
Regards, John Wolfe

Alternatives 1&2 require a second road access route. Both Snohomish and King County development criteria prohibit more than 250 ADT on a dead end. If neither a road from Edmonds nor down the slope from Woodway are feasible then the only other way in is to tunnel.

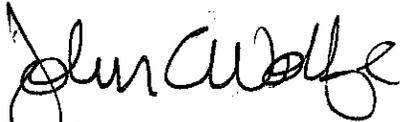
The TCS (traffic corridor study) being conducted by Shoreline imagines that the majority of Point Wells traffic will access SR99 three miles away at 185th, the site of the Fred Meyer Center. An alternative would be to build a 1.5 mile tunnel from SR99/ 104 via Firdale Avenue between the 244 and 238 block as the major access and utility route to Point Wells. The tunnel would be exclusively controlled by Snohomish County thus putting an end to the interlocal difficulties of single access through Richmond Beach and inadequacies of infrastructure on the fringes of development. Children would attend Edmonds schools.

Mitigated emergency and social infrastructure access (children must go to school!) from Richmond Beach would provide the safeguard against loss of the primary tunnel route.

Costs of transportation and utility mitigation during construction alone using a tunnel would be less than retrofitting the present transportation corridor through Shoreline plus mitigating social services.

BSRE/ Alon USA may find that renewing their petroleum facility at Point Wells with a tunnel to SR99/ 104 via Firdale Avenue is of far greater value than Alternatives 1&2.

Respectfully submitted,

A handwritten signature in black ink that reads "John Wolfe". The signature is written in a cursive, flowing style.

John Wolfe
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